

Mar. 15.

#### Pensacola Fish Notes.

Last week's arrivals at Pensacola were few, but fortunately the supply of the week before was so abundant that the fish shippers were able to fill their orders, says the Fishing Gazette. Only six smacks made port during the past week, four of the Saunders fleet and two of the Warren fleet. They brought in 142,000 pounds of fish from the Campeachy Banks—125,000 pounds of red snapper and 17,000 pounds of grouper. The E. E. Saunders Co.'s smacks had 87,000 pounds of red snapper and 11,000 pounds of grouper, while the Warren Fish Co.'s boats brought in 38,000 pounds of red snapper and 6,000 pounds of grouper. It is expected that there will be many arrivals this week with large fares.

E. Marcucci and S. Rugojeri, the two fishermen picked up last week from a dory by the steamer Perfection in the Gulf, near Sabine Pass, La., returned to Pensacola last Wednesday. They were members of the smack Kwassind of the E. E. Saunders Co.'s fleet, and were lost during a gale which occurred while they were out fishing. They lived on raw fish for 50 hours, but had no water to drink.

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#### Fishing Fleet Movements.

Sch. Annie M. Parker and Arabia were at Tusket, N. S., last week and later sailed for the Banks.

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#### Caught a Big Herring.

Capt. Patrick Murphy of the gill netting steamer Venture brought in a large sized sea herring yesterday afternoon with her trip of groundfish.

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## ARE OPPOSED TO STEAM TRAWLING.

### NOVA SCOTIA LEGISLATURE ASKS DOMINION GOVERNMENT FOR AID.

Most important action was adopted by the Nova Scotia legislature yesterday, when a resolution was put through memorializing the Dominion government to take steps to secure an international prohibition of steam trawl fishing in the Atlantic coast of Canada. The resolution calls attention to "the impending danger to the provincial fisheries" from the use of "Otter trawls, operated by steamers from the British islands and from France."

## ICE DROVE THE MARJIE TURNER.

Capt. Samuel Colson of the sch. Marjie Turner which arrived at Portland Thursday from a halibut trip, reports some very bad weather during the five weeks that he has been absent.

Capt. Colson fished on St. Peter's Bank, but was greatly hampered on account of the storms and gales. "There were halibut there," said Capt. Colson, "but all we got was 8,000 pounds. Storms and ice and rough seas made it impossible for us to set as much as we wished to, so our fare was small."

Not only were there frequent gales, but there were miles and miles of drift ice that came sweeping down over the banks. It threatened to catch the schooner and crush her, but each time the little craft escaped by running before it. When the conditions were again favorable, the schooner would go back to the grounds and try to make another "set." The weather was cold the most of the time and repeatedly the schooner was so iced that the crew had to chop her free.

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## HALF A DOZEN MARKET BOATS.

### COMPRISE THE ENTIRE FLEET IN AT T WHARF THIS MORNING.

The week closed very quiet indeed at T wharf, Boston this morning, just an even half dozen of shore trips being in with a total of about 45,000 pounds of fish among them.

Dealers look for a more brisk market next week, as the past few days has given them an opportunity to clean up the fish on hand.

Haddock, cod and hake sold at \$3.25 to \$3.50 per hundred weight right through.

#### Boston Arrivals.

Sch. Warren M. Goodspeed, 4000 haddock, 1200 cod, 1500 hake.

Sch. Edith Silveria, 10,000 haddock, 300 cod.

Sch. Alice, 8000 haddock, 500 cod, 500 hake.

Sch. Stranger, 5000 haddock, 1200 cod, 1200 hake.

Sch. Manomet, 6000 haddock, 700 cod, 2000 hake.

Sch. Rita A. Viator, 2500 haddock, 200 cod.

Haddock, \$3.25 to \$3.50 per cwt.; large cod, \$3.25 to \$3.50; market cod, \$3.25 to \$3.50; hake, \$3.25 to \$3.50.

## GILL NETTERS OUT IN BLOW.

### ROUGH RIDER RETURNED BY WAY OF ANNISQUAM RIVER AND THE CANAL.

The gill netters experienced part of the blow outside yesterday afternoon, although the fleet, weathered the elements and all arrived in port safely.

Some anxiety was felt for the steamer Rough Rider which did not arrive until some time after the others were all in. The Margaret D. went out twice in search of the little steamer, and while out the last time, the Rough Rider crept into port, by the way of Ipswich bay and Annisquam river.

#### Fresh Fish Sales.

The fresh fares of schs. Mary P. Goulart, Rob Roy, Juno, Slade Gorton and Walter P. Goulart were bought by the Gorton-Pew Fisheries Company yesterday.

#### Fishing Fleet Movements.

Sch. Annie M. Parker arrived at Halifax Thursday last, and sch. Fannie E. Prescott at Liverpool and cleared for the fishing ground.

#### Portland Fish Notes.

Three thousand pounds of fish were landed at Portland by the sch. James and Esther for the F. S. Willard Co. Thursday.

#### Halibut Sale.

The halibut fare of sch. Hattie L. Trask was purchased by the American Halibut Company this forenoon at 10 1-2 cents a pound for white and 8 cents for grey, a half cent advance on each grade over the price paid in Portland.

#### Thad. Morgan on the Way.

Capt. Thaddeus F. Morgan left his home in Hallisford, Mathews County, Virginia, yesterday, en route for this port to take charge of sch. Constellation which is fitting for south mackerel seining.

#### Halibut at Portland.

Sch. Monitor is at Portland today with 20,000 pounds of fresh halibut, which sold at 10 cents a pound for white and 7 1-2 cents a pound for gray.

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#### T Wharf Fish Figures.

A total of 77 trips of fresh ground fish were brought into Boston for the week ending March 15, aggregating 3,032,000 pounds against 89 arrivals and 2,742,900 pounds for the same period of 1911.

The total catch to date is a little better than last year, 22,018,640 lbs., having been landed against 21,087,600 pounds in 1911.

March 16.

## STRUCK SPOT OF HALIBUT.

### SCH. HATTIE L. TRASK HAS 6000 POUNDS BESIDE HER SALT COD.

Sch. Hattie L. Trask from a Georges handlining trip was the only off shore arrival at this port this morning, bringing 20,000 pounds of salt cod and 6000 pounds of fresh halibut.

The gill netters did well yesterday again landing about 50,000 pounds in all. The fleet took advantage of the fine weather conditions this morning and all got underway early for a day's fishing.

#### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Hattie L. Trask, Georges, handlining, 20,000 lbs. salt cod, 6000 lbs. halibut.

Sch. Effie M. Prior, via Boston.

Sch. Mary Edith, shore.

Sch. Blanche F. Irving, shore.

Sch. Clara G. Silva, shore.

Str. Ibsen, gill netting, 4000 lbs. fresh fish.

Str. Alice, gill netting, 1500 lbs. fresh fish.

Str. Quoddy, gill netting, 4000 lbs. fresh fish.

Str. Eagle, gill netting, 1500 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 4600 lbs. fresh fish.

Str. Mindora, gill netting, 2500 lbs. fresh fish.

Str. Rough Rider, gill netting, 2500 lbs. fresh fish.

Str. Margaret D., gill netting, 5000 lbs. fresh fish.

Str. F. S. Willard, 2500 lbs. fresh fish.

Str. Prince Olaf, gill netting, 2000 lbs. fresh fish.

Str. Nomad, gill netting, 6500 lbs. fresh fish.

Str. Enterprise, gill netting, 3000 lbs. fresh fish.

Str. Venture, gill netting, 4000 lbs. fresh fish.

Str. Hope, gill netting, 2000 lbs. fresh fish.

#### Vessels Sailed.

Sch. Rebecca, haddocking.

Sch. Rita A. Viator, haddocking.

Sch. Actor, haddocking.

Sch. Mystery, halibuting.

Sch. Cavalier, halibuting.

#### TODAY'S FISH MARKET.

##### Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3.

Eastern halibut codfish, large, \$4.75, mediums, \$4.25.

Haddock, \$1.50.

Pollock, \$1.50.

Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.

Hake, \$1.50.

##### Fresh Fish.

Haddock, \$1 per cwt.

Peak cod, large, \$2.15, medium, \$1.75, snappers, 75 cts.

Western cod, large, \$2.25, mediums, \$1.85 snappers, 75 cts.

All codfish not gilled, 10 cts. per 100 pounds less than the above.

Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.

Bank halibut, 9c per lb. for white and 7c for gray.

##### Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.

Newfoundland frozen herring, \$2.50 to \$2.75 per cwt.

Shore frozen herring, \$2 to \$3 per bbl.

Frozen squid, \$3.75 per cwt.

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#### The Age of Lobsters.

It is believed lobsters live 50 years or more. The male is bigger than the female, and the very large ones are all old males. These giants occasionally caught, are the lucky individuals who through sheer good fortune have escaped capture for an extraordinary length of time. The fishery, however, has been carried on by such intensive methods—the sea bottom being raked as if with a fine toothcomb—that few lobsters have been able within recent years to survive for an extended period. Consequently large ones are seldom seen nowadays.

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## BIG CATCHES OF CODFISH.

### OFF SHORE FARES AT T WHARF TODAY SHOW SCHOOL HAS STRUCK.

The week at T wharf, Boston, started off well this morning as far as the supply is concerned, 14 arrivals being at the dock, including some of the off shore fellows who have some big trips.

The big fare of the day is that of sch. Lizzie M. Stanley, Capt. Joshua W. Stanley, who hails for 130,000 pounds, of which 89,000 pounds are cod. Capt. Stanley secured his catch on Georges where several of the fleet have recently been striking nice fishing.

Other nice trips are schs. Laverna, 92,000 pounds, Cynthia, 105,000 pounds, Moaniam, 75,000 pounds, Flavilla, 56,000 pounds, and the steam trawler Surf with 72,000 pounds.

Prices did not soar high however, haddock bringing \$2 for off shore and \$3.50 for shore fish. Large cod sold at \$2.50 to \$3.50, market cod \$2 to \$3.50; hake, \$3 to \$5 and cusk, \$3.

#### Boston Arrivals.

The fares and prices in detail are:

Sch. Motor, 8000 cod.

Sch. Flavilla, 5100 haddock, 5000 cod.

Sch. Sadie M. Nunan, 11,000 haddock, 1000 cod.

Str. Surf, 62,000 haddock, 10,000 cod.

Sch. Laverna, 34,000 haddock, 58,000 cod.

Sch. Cynthia, 30,000 haddock, 75,000 cod.

Sch. Moonam, 25,000 haddock, 50,000 cod.

Sch. Lizzie M. Stanley, 40,000 haddock, 89,000 cod.

Sch. Flavilla, 6500 haddock, 2500 cod, 2000 hake, 1800 cusk.

Sch. Little Lannie, 1000 haddock, 1000 cod, 200 hake.

Sch. Catherine D. Enos, 4300 haddock.

Sch. W. H. Clements, 7500 cod.

Sch. Mary Emerson, 600 cod.

Sch. Eddie A. Minot, 3000 cod.

Sch. Catherine Burke, 15,000 lbs. halibut.

Haddock, \$2 to \$3.50 per cwt.; large cod, \$2.50 to \$3.50; market cod, \$2 to \$3.50; hake, \$3 to \$5; cusk, \$3.

## HAD A LOAD OF SALT FROM HERE.

### SCH. ST. LEON ASHORE AT PETIT MANAN AND WILL BE TOTAL LOSS.

The two-masted sch. St. Leon of Boston bound from this port to Mill-bridge, Maine, with a load of salt went ashore on Petit Manan point in Friday's gale and is a total loss. Capt. Harvey Church and the two members of the crew were saved.

The St. Leon which was deeply laden, became unmanageable in the gale and drifted towards the ledges.

Two lobster fishermen, Lewis Norton and his brother Charles of Steuben, saw the schooner turn turtle after drifting on the rocks and hurried to the scene. By the time they arrived the three men had reached shore. Capt. Church was so exhausted that the Nortons insisted that he must not attempt to reach shelter without dry clothing, and one of them removed his own underclothing and boots and made the captain put them on.

The St. Leon was owned by W. M. Rich of Boston. She registered 83 tons net, and was built at Penobscot in 1871. She was uninsured.

#### Salt Steamer Sailed.

The salt steamer Agenoria completed the discharge of her cargo at the Pew wharf of the Gorton-Pew Fisheries Company Saturday and sailed for New York to load case oil for Buenos Ayres. Capt. Robert N. Miller went on the steamer as coast pilot.

#### Fishing Fleet Movements.

Schs. Pontiac, Gladys and Nellie and Helen B. Thomas were at Liverpool, N. S., last Thursday and cleared for the fishing grounds.



# CAPTAIN HARDING AND TEN OF THE CREW OF SCH. PATRICIAN ARE LOST.

**In Gale of Friday Night, Making for  
Shelburne Harbor for Shelter,  
Craft Piled up on Ledges.**

**DORIES PUT OVER IN DARKNESS AND PART  
OF THE CREW REACHED SHORE.**

**Survivors Say Mistaking of Buoy Was Cause of the  
Disaster—Wind at Time of the Accident Was 50  
Miles an Hour—Details of Disaster are Lacking—  
Those Saved Expected Home in a Few Days.**

One of the most appalling tragedies of the sea that has been recorded in the annals of the Gloucester fishing fleet in recent years occurred on the coast near Shelburne, N. S., last Friday evening when sch. Patrician of this port was dashed to pieces in a heavy gale and Capt. William Harding and 10 of his crew perished.

## THE LOST ONES.

Capt. William Harding.  
Albert Goodwin.  
John Goodwin.  
Coleman Hopkins.  
Clarence Perry.  
James Nickerson.  
Michael Jennings.  
William Gill.  
James F. Robishaw.  
George Sharpe.  
William Ville.

The terrible disaster occurred in the darkness of night, during a 50-mile an hour gale, while Capt. William Harding was running for shelter. The gale had kicked up a violent sea, while the rain descended in torrents. Several other crafts in that vicinity at the time hove to, and decided to weather the elements, but Capt. Harding headed her for what he supposed was the Shelburne clearing buoy, but turned out to be the Lockeport buoy. He soon discovered his mistake, however, but it was too late for the staunch schooner had struck hard among the hidden reefs and commenced to pound violently about a half mile from Gull Rock and some two miles from Jordan Bay.

As soon as the Patrician struck, her doom was sealed. Giant breakers swept across her from stern to stern and she commenced to pound to pieces. The wind was increasing in its fury all the while and the only hope of safety was the dories. In these 11 of the crew managed to reach shore, some without oars and drifted or steered to land.

After reaching shore, there was no shelter for the survivors and they were obliged to spend the night on the rocks in the pelting downpour. All were badly used up from their experience and upon reaching habitation Saturday were kindly cared for and given medical attention. They will be sent home by the United States Consul at Yarmouth.

Search was made Saturday morning

around the coast for traces of the missing men, but without success.

Details of the loss are vague and will probably not be learned until the survivors arrive home. The craft carried 10 dories and sailed from Boston several days ago, where she fitted out. Capt. Harding was at Shelburne on Thursday and had several thousand pounds of fish on board then. Early Friday morning, the Patrician sailed to continue fishing.

Capt. William Harding, who commanded the ill-fated craft, was a native of Pubnico, N. S., and about 40 years old. He started fishing out of this port when quite a young man and has been skipper out of here for a number of years. Capt. Harding was well known among the skippers and fishermen of this port and has been in command of the Patrician since last fall, previous to which he was in command of the sch. Manhasset. He was a member of the Masonic fraternity, unmarried and boarded with Allen McDonald on Duncan street, this city.

John and Albert Goodwin, brothers and natives of Bear Point, both single. The former was 32 years old and the latter 22 years and are survived by their parents, Mr. and Mrs. Amasa Goodwin of Bear Point, and two brothers, Milford and Howard Goodwin, who board in Roxbury.

Coleman Hopkins was a native of Wood's Harbor, single, and about 30 years old.

James Nickerson, was also a native of Wood's Harbor, N. S.

Clarence Perry was single and native of Shag Harbor, N. S.

Michael Jennings lived at 9 West Third street, South Boston.

William J. Gill lived at 288 East Ninth street, South Boston and was married, leaving several children.

James F. Robishaw was single and a native of Surretts Island, N. S.

George Sharpe was married and a native of Bonavista Bay, N. F.

William Ville was a native of Pubnico, N. S., and unmarried.

## The Survivors.

The survivors are Capt. William Malone, who was out as hand, Freeman Nickerson, Ernest Ellis, George Surretts, Eben Devine, John Goodwin, Stephen O'Connell, Nelson Hilford, P. Carr, H. J. Burke and Ashton Turbin.

The Patrician was a fine craft, built at Essex in 1905 and measured 125 tons gross. During the fall and winter she has been engaged in the fresh market fishery and fitted at Boston. The craft was valued at \$10,000 and insured for \$8500 on vessel and outfit.

It is supposed that she was fishing on Little LaHave bank and was running for Shelburne harbor for shelter when the accident happened.

# GILL NETTERS KEEPING IT UP

**FLEET OF LITTLE FELLOWS HAD  
110,000 POUNDS IN TWO  
DAYS.**

One off shore trip was the only arrival here this morning, sch. Waldo L. Stream from Quero bringing in 15,000 pounds of halibut.

The gill netters which have been doing well for several days, struck good fishing on Saturday and Sunday, the entire catch of the fleet aggregating 110,000 pounds. The steamer Margaret D. was high line for both days, landing 8000 pounds Saturday and 9000 weight yesterday.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are.

Str. Ibsen, gill netting, 3000 lbs. fresh fish.  
Str. Alice, gill netting, 4000 lbs. fresh fish.  
Str. Quoddy, gill netting, 5000 lbs. fresh fish.  
Str. Eagle gill netting, 1500 lbs. fresh fish.  
Str. Naomi Bruce, gill netting, 4500 lbs. fresh fish.  
Str. Mindora, gill netting, 1000 lbs. fresh fish.  
Str. Rough Rider, gill netting, 4000 lbs. fresh fish.  
Str. Margaret D., gill netting, 9000 lbs. fresh fish.  
Str. F. S. Willard, gill netting, 4000 lbs. fresh fish.  
Str. Prince Olaf, gill netting, 4000 lbs. fresh fish.  
Str. Nomad, gill netting, 4500 lbs. fresh fish.  
Str. Enterprise, gill netting, 4000 lbs. fresh fish.  
Str. Bethulia, gill netting, 4000 lbs. fresh fish.  
Str. Hope, gill netting, 4200 lbs. fresh fish.  
Str. Geisha, gill netting, 3500 lbs. fresh fish.  
Sch. Waldo L. Stream, Quero, 15,000 lbs. halibut.  
Sch. Gracie, shore.  
Sch. Manomet, shore.  
Sch. Mabel E. Bryson, shore.  
Sch. Cherokee, shore.  
Sch. Monitor, via Portland.

## Saturday's Gill Netting Arrivals.

Str. Ibsen, gill netting, 2500 lbs. fresh fish.  
Str. Alice, gill netting, 1000 lbs. fresh fish.  
Str. Quoddy, gill netting, 6000 lbs. fresh fish.  
Str. Eagle, gill netting, 1200 lbs. fresh fish.  
Str. Naomi Bruce, gill netting, 5000 lbs. fresh fish.  
Str. Mindora, gill netting, 2000 lbs. fresh fish.  
Str. Margaret D., gill netting, 8000 lbs. fresh fish.  
Str. F. S. Willard, gill netting, 7500 lbs. fresh fish.  
Str. Prince Olaf, gill netting, 3000 lbs. fresh fish.  
Str. Nomad, gill netting, 5500 lbs. fresh fish.  
Str. Enterprise, gill netting, 3500 lbs. fresh fish.  
Str. Bethulia, gill netting, 2500 lbs. fresh fish.  
Str. Venture, gill netting, 4000 lbs. fresh fish.  
Str. Geisha, gill netting, 3000 lbs. fresh fish.

## Vessels Sailed.

Sch. Morning Star, haddocking.  
Sch. Mildred Robinson, haddocking.  
Sch. Mary DeCosta, haddocking.  
Sch. Frances S. Grueby, haddocking.  
Sch. Mary F. Sears, haddocking (maiden trip).  
Sch. Walter P. Goulart, haddocking.  
Sch. Mary Edith, haddocking.  
Sch. Mary P. Goulart, haddocking.  
Sch. Clara G. Silva, haddocking.  
Sch. Corona, halibuting.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers \$3. Eastern halibut codfish, large, \$4.75, mediums, \$4.25.  
Haddock, \$1.50.  
Pollock, \$1.50.  
Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.  
Hake, \$1.50.

## Fresh Fish.

Haddock, \$1 per cwt.  
Peak cod, large, \$2.15, medium, \$1.75, snappers, 75 cts.  
Western cod, large, \$2.25, mediums, \$1.85 snappers, 75 cts.  
All codfish not gilled, 10 cts. per 100 pounds less than the above.  
Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.  
Bank halibut, 9c per lb. for white and 7c for gray.

## Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.  
Newfoundland frozen herring, \$2.50 to \$2.75 per cwt.  
Shore frozen herring, \$2 to \$3 per bbl.  
Frozen squid, \$3.75 per cwt.

March 18.

# TWO FISHERMEN ARE MISSING.

Two lives are believed to have been lost in the heavy gale that swept the Rhode Island coast Friday and Friday night and caused considerable damage to small craft. The supposed victims of the storm are Curtis Ball and Fred Bray of Block Island. Early Friday they started on a fishing trip in a power boat and no trace of them has been seen since afternoon, when they were anchored near Southwest ledge. It is thought that their boat was wrecked by the heavy seas. The patrol of the life-saving station has conducted a search for the men, but without result.

## NO SUCCESS WITH BIG ONES.

**England's East Coast Concerns Return to the 110 Feet Steam Trawlers.**

A question of interest to builders of the smaller classes of vessels which is being discussed on the east coast of England is whether a type of steam trawler larger than those at present regarded as the normal would be economically successful, says the Halifax Chronicle. A few years ago several specially large trawlers were built for Aberdeen owners, but they were not so successful as was anticipated. It was thought that they would be suitable for long runs, and would, therefore, be able to fish on banks too far off for the ordinary vessel. It was found, however, that the difference in speed and ability to keep at sea did not justify the additional size and the increased expenditure in maintenance, and the vessels which are now being built are nearly all of normal size—that is, from 110 feet to 120 feet in length. These are more economical than boats 140 feet in length, and they do all the work that is required of the larger vessels.

## ALL LOST SOMETHING.

**Market Fleet at T Wharf Saturday Felt Full Force of Gale.**

Fishing craft coming into T wharf Friday evening found going good. It was so good that, keeled over until the lee rail was under water, they made record speed. Even that didn't satisfy the demands of the wind, which was on a rampage, and as a result the fishermen lost a jib, a dory sail or something else. Every one of the half dozen craft in at T wharf Saturday had lost something or other because of the gale. But not one of them had lost any time.

The jib of the Manomet was in ribbons from the gale. Aboard the Stranger the men said that several dory sails had been washed overboard when the breeze pushed the ship over on her leeward side. And it was the same thing aboard the rest of the boats. None of the vessels had been seriously damaged.

March 18.

## To Tow Around New Vessel.

Tug Eveleth steamed to Essex this forenoon to tow around the new sch. Ellen and Mary which was launched at Tarr & James' yard, Saturday.

## Maiden Trip.

The new sch. Mary F. Sears, Capt. Joseph Sears, sailed on her maiden trip this morning, on a fresh haddocking trip.

## Going Haddocking.

Sch. Speculator will fit for haddocking under command of Capt. Frank Geel.



March 18.

## GARDNER ASKS FOR HOSPITAL SHIP.

Would Have One Secured Soon By Purchase Or Otherwise.

Congressman A. P. Gardner has introduced a joint resolution in Congress providing for the establishment of a hospital ship for American fishermen in connection with the American fisheries, which has been referred to the committee on merchant marine and fisheries.

Quite a campaign has been inaugurated, and in behalf of the proposition and lately petitions have been circulated and readily signed at the Board of Trade and Master Mariners' Association rooms in this city, the congressman to use his best endeavors in behalf of this worthy object.

The resolve is as follows:  
Resolved by the senate and house of representatives of the United States of America in Congress assembled,

That the secretary of the treasury be and is authorized and directed to provide a ship, hereinafter called the hospital ship, by purchase or otherwise, to be used as a marine hospital in connection with the American fisheries.

Resolved further, That the hospital ship shall be under the direction and control of the surgeon general of the public health and marine hospital service, who shall equip this ship with the personnel and all other requirements necessary for carrying out the purposes of this resolution.

Resolved further, That the sum of \_\_\_\_\_ dollars is hereby appropriated for the necessary expenses of the hospital ship for the fiscal year ending June 30, 1913.

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### Digby Fishing Notes.

After making one more trip in the Loran B. Snow, now ready to sail for the banks, Capt. Ansel Snow is to fit out the sch. Quickstep for shack fishing, and as the Quickstep flies the stars and stripes, Capt. Snow will be able to sell out his catches at American ports. The Loran B. Snow stocked \$2,300 for the trip just landed there.

After landing her fare of fish that stocked \$2,700 the sch. Dorothy M. Smart, Capt. Arthur Longmire, sailed again on another fresh haddocking trip to Brown's bank.

Sch. Albert J. Lutz stocked \$1,700 for her trip of fish and is now fitting out for salt fishing in command of Capt. Wentzell, of Mahone Bay, who succeeds Capt. John Apt. Capt. Wentzell will have a crew of Lunenburg county fishermen.

### Ice on Green Bank and Quero.

Capt. George Marr of sch. Monitor which arrived at Portland Friday reports a hard time getting his trip. At first he went to Green bank, but after hanging around there for a while was driven away by the ice and took up his station on Queso. Here there was more ice, but the crew managed to make a set now and then and landed the trip. A number of severe storms were encountered during the four weeks the trip occupied.

### Halibut Sale.

The halibut fare of sch. Waldo L. Stream sold to the New England Fish company this morning at 10 cents a pound for white and eight cents for gray.

### Halibut at Boston.

Sch. Catherine Burke was at Boston this morning with 15,000 pounds of halibut which sold at 10 cents a pound for white and eight cents a pound for gray.

March 19.

## BEST WAY TO CONSERVE MACKEREL

Expert Says Fish Must Be Protected During the Spawning Season.

The following article recently published in the Fishing Gazette by an expert fishing captain will be read here with much interest:

"Considerable importance should be attached to co-operation with the nations in Europe in the International Council for the exploration of the sea. 'It is to be hoped the United States government will take interest enough to co-operate in the movement, but ages of practical experience passed through by fishermen in the various branches of fishing industry have produced more actual knowledge than could be obtained by many years of scientific exploration of fishing matters by amateurs, unless the knowledge gained by the fishermen is made a factor.

"The mackerel fishery furnishes an instance of the destruction of a valuable species of food fish by wasteful and unregulated methods of production. The reluctance of the fisherman and his kind to admit that any injury has resulted from his ruthless capture of fish leads him to invent excuses or explanations for the almost total extinction of the species he has preyed upon. This statement applies equally to mackerel, lobsters, menhaden and others, and in the near future will apply to salmon unless artificial propagation can restore the drain on natural supply caused by man. As a fisherman the writer has been favored with advantages in respect to gaining knowledge of fish and fish movements never previously possessed by fishermen. The building and operation of a steamer of large size in the mackerel fishing during the years 1885-6-7-8 at the time when the extinction of mackerel became apparent placed him in possession of facts and evidence to disprove many of the theories held then and now as to why these fish have gone somewhere else.

### Some Conclusions Reached.

"In 1889 an extended trip to Europe in the interests of mackerel dealers in Boston, and three months' investigation of the mackerel fisheries of Ireland, England and France, while the knowledge of American mackerel fishing was fresh in mind, made it easy to judge correct and the following conclusions have been reached:

"First: The mackerel of the Atlantic coast of North America is identical in species with that of the coast of Europe but never crosses the Atlantic; he migrates from the waters near the coast soundings off Virginia and eastward where he hibernates at a depth below the surface in winter, to the waters further north extending from Rhode Island to New Brunswick in one instance, and to the Gulf of St. Lawrence in the other. The main purpose of this migration is to preserve his species by propagation, where the enemies, such as dogfish, sharks, porpoise, albacore and others will not effect their destruction. In making this migration yearly for centuries his species developed an ability to navigate the deep waters along the coast by following as nearly as he is able the line between 150 feet depth and 600 feet depth this he does by means of the tide rips or disturbances of the ocean surface caused by currents of the ocean passing from shoals to deeper water and vice versa. The tide rips are well known to all fishermen and coastwise navigators and are a valuable consideration in their navigation as in that of the mackerel, which depend on these tide rips and his view of the sun when it can be seen to guide him to his destination.

In fine weather long distances are traversed in 24 hours, as much as 60 miles being covered in a single day by the larger sizes; the smaller sizes, unable to maintain the speed of the larger, drop behind and reach the coast much behind, usually spending their summer vacation in the Bay of Fundy and off Cape Cod, their movements largely determined by the attacks of their enemies which obliges them to come to the surface to see the sun as well in order to escape as to secure their food, which consists of small sea fleas driven from the depths to the ocean surface by the mackerel

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and crowded together to enable large mouthfuls to be taken, a practice identical with that of the whale when feeding. These surface movements of the mackerel expose him to the view of the fishermen and enables him to locate and, if possible, capture.

"The larger and older of the species intent on their propagation (when the time arrives, usually about April 1) proceed northeasterly along the coast as fast as weather and other conditions permit, and when their condition and the proper location is found, proceed to deposit their spawn which seems to be done on a stony or bare foundation at a depth probably of never more than 150 feet. After the spawning exercises, which varies from June 1 to August 1, a period of weakness or inactivity seems to occur lasting some four weeks, after which they again appear in quantities off the coast, and by instinct, or knowledge feed themselves fat from August 1 to September 15 and then begin to congregate in flocks preparatory to their journey to winter quarters; no necessity exists for their getting lost as the waters of the ocean beyond the line of soundings are clear and destitute of food and well defined. Even if this navigation were faulty the Gulf Stream and its swarms of albacore would turn him back to the more murky shoal waters of the coast.

"The writer in his search for mackerel cruised everywhere between Cape Hatteras, on the south, and Anticosti, in the gulf of St. Lawrence, in the north; between the Gulf Stream and the waters near Montauk, Newport, Saco Bay and Prince Edward Island, at or near all of these places mackerel were found casting their spawn between June 1 and July 1, and in one instance mackerel with spawn still intact were taken on the southeast part of Georges Bank in August.

### How to Restore the Mackerel.

The restoration of the mackerel species can be effected by international government action; the United States and Canada by joint action can prohibit their capture in any waters or by any method before July 1 of each year. They can also prohibit the taking of baby mackerel in traps in September and October. This international government action would allow the parent fish to reach the ocean unmolested and to deposit his spawn under favorable conditions and preserve the young until after their departure from the coast for the winter when their only destruction would be their natural enemies.

"The trap fishing of Cape Cod and N. B. would be affected to the

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### Fulton Fish Market Notes.

Halibut was cheaper last week than it has been in some time past, says the Fishing Gazette. There were six cars of western white stock in the market which sold at 11 cents to a shilling per pound. Eastern white halibut was quite plentiful, selling at 14 to 15 cents per pound. Groundfish was low in price. Steak cod sold at 4 to 9 cents per pound and market cod at 4 to 6 cents. The low price of steak cod was due to the fact that there was plenty of it in the market during the latter part of the week. The Fulton Fish Market smacks landed but a scant supply of market cod.

Haddock was quoted at 2 1/2 to 5 cents per pound. Sales at the bottom figure were made on Tuesday.

The pollock supply was not plentiful. Sales were made at 5 to 7 cents per pound. The lowest price was reached on Wednesday.

There was no hake in the market last week.

### Gone East On Business.

Capt. Mark Mitchell has gone to Eastport, Me., in company with Capt. Solomon Jacobs, where he will be absent a week, to look after the transfer and passing of the papers of the steamer R. J. Kellick, recently purchased by Capt. William B. McDonald of this port. Capt. Jacobs, who will command the craft, will bring her here.

### Mackerel Season at Hand.

Capt. Samuel N. Smith, the eastern representative of Eldred & Haley of Fulton Market, and well known to the seining skippers, left New York Saturday for Old Point Comfort where he will look after that concern's interests while the mackerel fleet is in that vicinity.

### Sales of Fresh Fish Trips.

The fresh fares of schs. Benj. A. Smith and Moaniam sold to the Gorton-Pew Fisheries company this morning, while those of schs. Lizzie M. Stanley and the Laverna were purchased by Cunningham & Thompson company and the Cynthia by Sylvanus Smith & company.

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## BIGGEST TRIP OF THE SEASON.

SCH. GOV. FOSS AT BOSTON TODAY WITH 160,000 POUNDS FRESH FISH.

Loaded down to the scuppers with the biggest trip in the haddock fishery this season, sch. Gov. Foss, Capt. Fred Thompson, is at Boston this morning with a mammoth fare of 160,000 pounds of which are cod.

Capt. Thompson struck fine fishing and took 60,000 pounds of his catch in one day. The invincible Capt. Clayton Morrissey is also in from his third trip, hailing for 137,000 pounds, a large proportion of which are also cod.

Other large fares are schs. Harmony, 90,000 pounds, Stiletto, 90,000 pounds, Alice M. Guthrie, 84,000 pounds, Mary E. Silveira, 75,000 pounds, and the steam trawler Crest 40,000 pounds.

Prices on all grades took a decided slump, consequently several of the large fellows will bring their cod fares here to split. Haddock sold at \$1.25 to \$3.45 a hundred weight, large cod, \$2.50 to \$3.50; market cod, \$2 to \$2.50; hake, \$3; pollock, \$3.75 and cusk, \$3.25.

### Boston Arrivals.

The fares and prices in detail are:  
Sch. Genesta, 6500 haddock, 1500 cod.  
Sch. Elizabeth W. Nunan, 5000 haddock, 1000 cod.  
Sch. Crest, 25,000 haddock, 14,000 cod.  
Sch. Harmony, 40,000 haddock, 50,000 cod.  
Sch. Gov. Foss 40,000 haddock, 120,000 cod.  
Sch. Arethusia, 50,000 haddock, 87,000 cod.  
Sch. Stiletto, 30,000 haddock, 60,000 cod.  
Sch. Alice M. Guthrie 35,000 haddock, 49,000 cod.  
Sch. Matchless, 17,000 haddock, 800 cod.  
Sch. Mary C. Santos, 14,000 haddock, 11,000 cod.  
Sch. Massasoit, 5000 cod.  
Sch. Isabel, 6000 cod.  
Sch. Marion, 1000 cod.  
Sch. Ignatius Enos, 2200 cod.  
Sch. Elva L. Spurling, 200 cod, 15,000 hake, 2000 cusk.  
Sch. Tecumseh, 10,000 haddock, 5000 cod.  
Sch. Edith Silveria, 6000 haddock, 1400 cod.  
Sch. Mary Edith, 7000 haddock, 300 cod.  
Sch. Clara G. Silva, 12,000 haddock, 1400 cod.  
Sch. Yankee, 5000 haddock, 1000 cod, 1000 hake.  
Sch. Mary E. Silveria, 35,000 haddock, 40,000 cod.  
Haddock, \$1.25 to \$3; large cod, \$2.50 to \$3.50; market cod, \$2 to \$2.50; hake, \$3; pollock, \$3.75; cusk, \$3.25.

## TWO FISHERMEN WERE DROWNED.

Walter Trecartin, aged 28 years, and Beverly Guptil, aged 32 years, lobster fishermen of Grand Manan, N. B., were drowned Friday, it is supposed, by the capsizing of a small boat. Their fate was not learned until Sunday, when the boat in which they had been fishing was found washed on the rocks, and the body of Trecartin was cast ashore on a small island. Trecartin leaves a widow and two children and Guptil a widow and four children.

### AFTER THE FISH TRUST.

One Alleged to Exist in San Francisco and Connections Will Be Sought.

The Oakland Merchants' Exchange, according to the "Enquirer" of that city, has determined to bring to the attention of the United States authorities the actions of the fish trust which is alleged to exist in San Francisco, Cal. A committee called on Assistant District Attorney Brennan, of that city, recently as it was understood that he had assisted in securing the conviction of some of the members of the trust, and asked him to address the exchange on the subject. He said he would do so, and a meeting has been called for March 19. Among other charges against the alleged combine is that it has made it unsafe for an independent fisherman to operate.